

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5558

晚十二月七年三十三緒光

SATURDAY, SEPTEMBER 7, 1907.

大拜禮

號七月九英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... ¥20,000,000  
RESERVE FUNDS ..... " 14,550,000

#### Branches and Agencies.

TOKYO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HONGKONG, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWOHANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

#### Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.  
On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

#### TAKAO TAKAMICHI, Manager.

Hongkong, 6th April, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADENEE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

#### NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3% per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

#### No. 9, Queen's Road Central, Hongkong.

#### W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

#### HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

#### BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft, Deutsche Bank

S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie

Robert Warshawsky & Co., Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. & Co., a/l M. Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank, Muenchen.

#### LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be varied on application. Every description of Banking and Exchange business transacted.

#### F. JUNG, Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

#### ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£417,000).

#### Head Office—AMSTERDAM.

#### Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum

" 6 " 3% " "

" 3 " 2% " "

#### J. BOETTJE, Manager.

16, Des Vaux Road Central. [19]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUNDS:—

Sterling £1,000,000 at 2/11= \$10,000,000

Silver ..... \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shalim, Esq.,

E. Goetz, Esq., R. Shawan, Esq.,

A. Haupt, Esq., H. A. W. Slade, Esq.,

C. R. Leemann, Esq., H. E. Tomkins, Esq.,

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

#### MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 12 months, 2 1/2 per cent. per annum.

For 6 months, 2 per cent. per annum.

For 3 months, 1 1/2 per cent. per annum.

#### J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

#### J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [3]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £800,000

Shortly to be increased to £1,200,000

RESERVE FUND ..... £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS ..... £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 1/2 " "

" 3 " 3 " "

#### JOHN ARMSTRONG, Manager.

Hongkong, 15th May, 1907. [23]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

#### ESTABLISHED 1863.

Authorized Capital, Fl. 15,000,000 (£1,250,000).

Subscribed Capital, Fl. 10,000,000 (Paid-up).

Reserve Fund ..... Fl. 2,112,570.36 (£176,048)

#### Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

#### Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoe, Bandoeeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

#### BANKERS:

London: [The Williams Deacon Bank, Ltd.

Paris: [Comptoir National d'Escompte de Paris.

Brussels: [Banque de Paris et des Pays Bas.

Vienna: [Union Bank.

Rome: [Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum

" 6 " 3 1/2 " "

" 3 " 3 " "

#### J. BOETTJE, Manager.

16, Des Vaux Road Central. [19]

## Notice of Firm.

### INTERNATIONAL SLEEPING CAR

and

### EXPRESS TRAINS Co.

(THE

### GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

#### SHEWAN, TOMES & Co., Agents.

Hongkong, 31st July, 1907. [707]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

LONDON and ANTWERP

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " " H. J. Black.  
 "FATSHAN," 2,360 " " " C. V. Lloyd.  
 "KINSHAN," 1,991 " " " B. Branch.  
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 5 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.  
 The "SUI-AN" and "SUI-TAI" will not run on Sunday next.  
 Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.  
 "NANNING," 569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 6th September, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS.

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
 Departure from Hongkong at 9.30 P.M. (Saturdays excepted).  
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
 Canton Agents—Messrs. E. Pasquet & Co.  
 For further particulars, please apply to—  
 BARRETTO & CO.,  
 Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. COMPANIES.  
 Hongkong, 9th August, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

| Steamer.  | From  | Expected on or about | Will leave for | On or about       |
|-----------|-------|----------------------|----------------|-------------------|
| TJIPANAS  | JAPAN | First half Sept.     | JAVA PORTS     | First half Sept.  |
| TJIKINI   | JAVA  | First half Sept.     | JAPAN          | First half Sept.  |
| TJILATJAP | JAPAN | Second half Sept.    | JAVA PORTS     | Second half Sept. |
| TJILIWONG | JAPAN | Second half Sept.    | JAVA PORTS     | First half Oct.   |
| TJIBODAS  | JAVA  | Second half Oct.     | JAPAN          | Second half Oct.  |
| TJIMAH    | JAPAN | Second half Oct.     | JAVA PORTS     | Second half Oct.  |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
 YORK BUILDINGS, 1st floor,  
 Hongkong, 6th September, 1907.

## Dentistry.

TSIN TING.  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'ARQUILL STREET.

## REASONABLE FEE.

Consultation Free.  
 Hongkong, 1st June, 1904.

Dr. M. H. CHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY  
 33, QUEEN'S ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 16th April, 1907.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.3 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Two Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[37]

## Mails.

## NORDDEUTSCHER LLOYD,

## BREMEN.

## IMPERIAL GERMAN MAIL LINES

| FOR  | STEAMERS                                 | TO SAIL                            |
|--|--|------------------------------------|
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA   | "GORDEN" Capt. B. Welshelm               | About TUESDAY, 10th Sept., 1907.   |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG                               | "PRINZ LITEL FRIEDRICH" Capt. E. Malchow | WEDNESDAY, Noon, 11th Sept., 1907. |
| MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. Leuz          | THURSDAY, Noon, 12th Sept., 1907.  |

|                    |                                     |                                      |
|--------------------|-------------------------------------|--------------------------------------|
| KUDAT and SANDAKAN | "BORNEO" Capt. Sembill              | Beginning of October, 1907.          |
| YOKOHAMA and KOBE  | "PRINZ WALDEMAR" Capt. W. v. Senden | About THURSDAY, the 18th Oct., 1907. |

For further Particulars, apply to

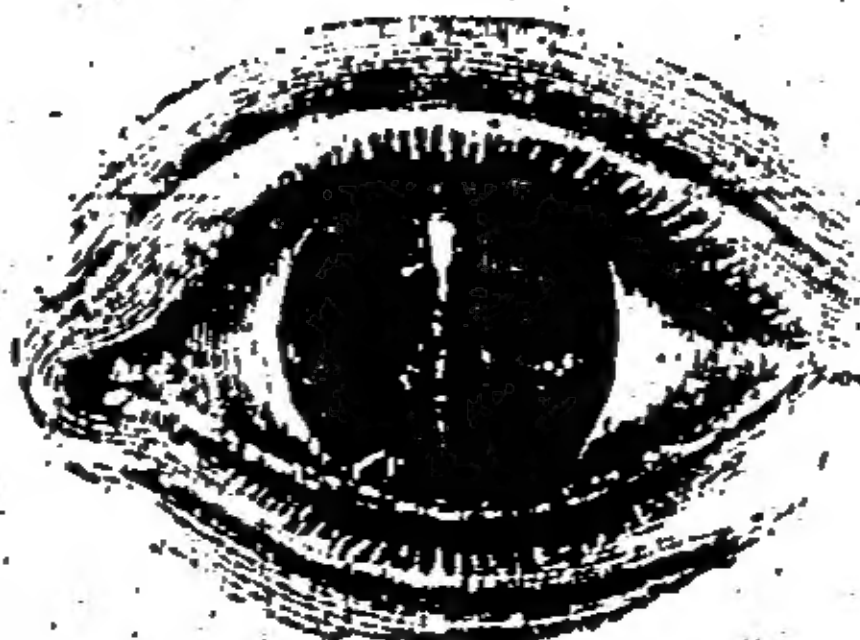
## NORDDEUTSCHER LLOYD MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 7th September, 1907.

[1]

## Intimation.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI.  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telegraphic Address:  
 "CHEF" Hongkong.  
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.  
 Thoroughly Up to Date with Every Modern Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
 Proprietor.  
 [708]

## AMUSING STORY OF THE CAL-OUTTA DEB BY SWEEP.

"YOU ARE 'AGGIE' AREN'T YOU?"

"Rapie" tells the following excellent story in the Illustrated Sporting and Dramatic News—  
 A few months ago the captain of a home-bound tramp steamer was vastly exercised in his mind when he passed Perim to observe signals out-instructing him to stop. Why anybody should want to communicate so urgently with him, and particularly what that anybody could possibly have to say, he could not imagine; but he was requested to bring to, he stopped his engines and waited developments. Soon he observed a steam launch approaching his vessel. When it came alongside a young man arose from the stern sheets, and, boarded. Brimming over with curiosity the captain waited his visitor's advent on deck. "What could be the matter?" "I am the captain of this ship," the mariner began, "what do you want? Why have you—?" "Oh, I don't want you. I want your second engineer," the man from the shore said, looking around him. Now the captain of a ship, even of a tramp steamer, is apt to recognise very clearly the fact that he is captain. He requires courtesy with a bit added on, sometimes a blight in the nature of deference from all and sundry and to be stopped on the high seas, to be boarded by a stranger, and to be casually told that he was not wanted, that his voyage had been interrupted on behalf of a very minor officer, is calculated to do more than slightly upset a captain's equanimity—particularly when he has not got much to start with.

## WOUNDED DIGNITY.

"You don't want me!" he gurgled. "No," the business-like young man briskly replied. "Who are you?" the captain was presently able with some difficulty to ejaculate. "I'm a clerk in the—bank here," was the reply. Apoplexy nearly overtook the captain, but he struggled desperately to be calm. "Oh!" he managed to exclaim. "You are a clerk in the banking bank, and you pull up my boat, and you don't want me—you have something to say to my second engineer! Well, of all the—!" a little pungent criticism of the situation as it struck the captain need not be recorded in full. It wound up with, "and you've had the—impudence to stop my ship. Well, it's going on again, and if you want to get back to your—bank you'd better swim there!" With that he gave the order for full steam ahead, and the vessel resumed her way. At this moment the second engineer, having been told what was happening, made his appearance. The wholly unexpected reception he had met with, and the lurid language which had been hurled at him, had completely flabbergasted the astonished clerk, who had not in the least understood the unbridgeable gulf which separates captains from overcoats of the stockholder; but he proceeded to execute his commission. "Look here," he exclaimed.  
 "YOU'VE DRAWN SLIEVE GALLION IN THE CALCUTTA LOTTERY!"  
 I've been told to offer you £7,000 for a half share of your ticket. Here's a cheque for the money if you'll take it—you can get it cashed at any bank, and it's made out to you. You are 'Aggie,' aren't you?"  
 I do not know the relative dimensions of the Calcutta Derby lottery, and that which is, or used to be, got up on the Melbourne Cup. The Indian affair, however, provides £35,000 for the winner, £12,000 for the second, £6,000 for the third, and £500 cash for starters—a nice substantial series of prizes! You pay 10 rupees for a chance, and the odds are, I suppose, gorgeous. Slieve Gallion had been drawn by someone who had adopted the name of "Aggie," and it had been traced to the 2nd engineer of the boat. A syndicate in Calcutta had determined to buy half the chance for £7,000, supposing, quite correctly, that Captain Greer's colt would start odds on and if so it would be good business to pay £7,000 for so excellent a prospect of £17,500. The syndicate had cabled to Perim, Aden, and other ports to stop the steamer, and send someone to offer the money, and the Perim branch had carried out instructions. The clerk held out the cheque.  
 "£7,000 DOWN! I'LL TAKE IT!"  
 the second engineer cried, and drawing a photograph from his pocket he kissed it. "Now, Aggie, we can be married as soon as I get ashore!" he rapturously exclaimed. Gambling is very wrong, some people think it is wicked—but on rare occasions it is mighty convenient! The captain relented on hearing the story, and allowed the clerk to re-embark in his launch. As for the lucky engineer he got his £7,000 and half of £6,000, more for Slieve Gallion's place money, £10,000 in all. The syndicate necessarily suffered when the hot favourite went down. This, I may add, is a true story. It was told me by a friend who, from the wilds of Abyssinia, had sent for ten tickets and who heard the account as he was lately coming home to England.

## WOMAN'S NEGLECT OF HER COMPLEXION.

## CERTIFICATES NEEDED FOR DOMESTIC COMPETENCY.

Reading a paper before the British Association at Leicester on "The Need of a Scientific Basis to Girls' Education, from a Domestic Point of View," Prof. Armstrong, Professor of Chemistry at the City and Guilds of London Institute, had some hard things to say about Woman—from the domestic standpoint.

He began by saying that it was difficult for mere man to understand women, and the advanced woman apparently was aggressively bent on displacing him everywhere. (Laughter.) At the same time it was obvious that she was becoming more and more neglectful of her own domain, and that in consequence the foundations of home, if not all destroyed, were being undermined.

There could be little doubt that the traditions which had guided us in the past were being given up in the face of the relentless criticism to which we were now subjected.

## A SERIOUS DANGER.

If we were to avoid disruption, the attempt must be made gradually to frame scientific conceptions of our responsibilities and duties. This was perhaps the most serious danger which confronted our civilisation at the present time.

"My present object," continued the professor, "is to file a petition for help on behalf of the weaker sex, the men—(laughter)—those frail creatures who are absolutely dependent on women." (Laughter.)

"It is our pride and privilege to fight for the women as well as to provide food and raiment for them when they have secured us as their prizes before they marry us." (Laughter.)

## CERTIFICATES OF COMPETENCY.

"The majority of us are called on to show that we can provide means to keep the house going. Shall we not soon be justified in asking women to produce certificates of competency to give proof that they are skilled in all matters relating to household management—domesticity in a word?"

"Is not the time at hand when the pendulum should swing back, and women should cease their unreasonable competition with men? The place of woman in society is defined by nature." (Loud cheers.) She is superman.

"From a biological standpoint we are all of value in the world in so far as we can contribute to the maintenance of the species. We have no right individually to refuse to bear a proper share of the burden, nor have others the right to prevent us unless it is clear that the contribution we are to make would be undesirable.

"The present system of education is nothing short of a disgrace to our civilisation, no attempt being made in our schools to render boys and girls efficient citizens. (Cheers.) Girls should be given that kind of education which best fitted them for their duties in life."  
 Prof. Armstrong concluded by saying that unless the Board of Education was reorganised root and branch there was no help for us.

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A HIGH CLASS PRIVATE HOTEL.

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HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

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TABLE D'HOTE at separate tables.

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MANAGER

Hongkong, 6th September, 1907.

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Hongkong, 15th May, 1907.

[160]

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Hongkong, 29th July, 1907.

[154]

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[15]

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THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, SEPTEMBER 7, 1907.

**COLONIAL FINANCE.**

The Colony's financial statements for the first half of the current year appear in to-day's issue of the *Government Gazette*. To the 30th June last the Colony incurred a total expenditure of over \$2,800,000 as against \$3,300,000 for the same period last year. Of the actual amount expended about \$2,450,000 is chargeable to ordinary recurrent expenditure and the balance of \$380,000 was spent in Public Works Extraordinary, as against \$4 lacs last year for the same service. The total increase in departmental expenditure, including the excess item of \$47,801 for public works recurrent is \$70,810, against a saving of \$89,000, contributed principally by a less expenditure of \$4,400 on pensions; \$17,500 from the Post Office vote; \$10,000 in favour of the Legal Departments, and a reduced "military contribution" by \$33,000. Adding a net saving of \$170,368 on extraordinary public works, the Treasury's disbursements for the six months of 1907 show a reduced expenditure of \$190,000 in round figures as compared with the corresponding period of 1906. This year's Estimates make a provision of \$6,431,740 for the public service, and the amount expended for the half period is \$2,830,982, or some four lacs of dollars less than the estimated available figure. Turning to the Treasurer's statement of revenue it is ascertained that \$3,460,000 has been collected during the period under review, and of that aggregate "Land Sales" contribute rather more than a lac of dollars. The revenue derived by our postal department shows a substantial increase of more than ten per cent for the six months, or to be exact \$234,197 this year as against the 1906 collection of \$210,177. Under three heads of revenue there have been decreases, viz., Licences \$3,300; Rent of Government property \$47,000; and Miscellaneous Receipts \$7,200. Instituting a comparison between the respective periods for 1907 and 1906 there is found to be a balance of \$61,750 in favour of the present year—a balance entirely made up by larger receipts from "Land sales" which account for an actual excess of over \$64,000. It will thus be seen that the revenue of the Colony has remained stationary during the past two years. Reading the figures of the

statements as they are presented now with the report of the Assessment for 1907-1908, not too much latitude is permitted for a too optimistic view of the elasticity of Hongkong's revenue. When the problem presents itself by the prospective elimination of about a quarter of our total revenue by the abolition of the Opium Farm which is now agitated for, the framers of the Colony's Budget will be confronted with difficulties to overcome, which there appear to be several features of well-nigh insuperable difficulty.

**LOCAL AND GENERAL.**

THE Board of Communications is considering about the extension of the steamship lines of the China Merchants Steam Navigation Company.

TWO men were sent to the Police Court, today, to prison for three weeks for stealing a box of European clothing from 34, Wanchai Road.

EX-VICEROY Tsen Chun-huan left Shanghai by a steamer on the night of the 1st September and local native officials saw him off.—*Sinwuping*.

MONDAY will be the Jewish New Year day and will be observed as a public holiday by the representative members of the Jewish community in the Colony.

STATION leave of absence has been granted to the following officers: Royal Engineers: Captain H. J. Walker and Lieut. R. H. Scovell, from 12th to 16th September.

HIS Excellency the Governor has been pleased to appoint Mr. P. P. J. Wodhouse to act as deputy superintendent of Police and Fire Brigade, with effect from the 7th instant.

VICEROY CHUNG Jen-Chun left Hankow for Shanghai by the steamer *Yungping* on his way to Canton, and he is expected to remain there for three or four days.

WE are requested to state that the *s.s. Paul Bow* will land excursionists at the steamer's wharf at Macao to-morrow, and will not lie in the stream upon arrival at the Portuguese port.

YUAN CHI-TAO, a graduate of the normal school of the Imperial Peking University, has been ordered to England to further his study, and has arrived here on his way to England.—*Sinwuping*.

HITHERTO the position of the Superintendent of Customs and Octroi of Peking was solely given to a Manchus, but it is reported that in future both Manchus and Chinese may be appointed to that position.

PANAMA has sent her representative to China. He has presented his credentials, stating that a Consul-General of Panama will be stationed at Hongkong and he will deal with affairs in China relating to Panama.

THE four pork dealers, who were charged at the Police Court with assaulting a hawker, under circumstances detailed in a previous issue, are now lying under a charge of manslaughter. The case will be heard on Thursday next.

THE Waiwipu is now consulting with the Foreign Ministers regarding the Chinese press laws to be applied to foreign owned newspapers at the request of the Board of Civil Administrations which has compiled the Press Laws according to the memorial of Censor Pi Shou.

RETURNS of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1907, as certified by the managers of the respective Banks:—

| Banks.  | Average Amount. | Specie in Reserve. |
|---|-----------------|--------------------|
| Chartered Bank of India, Australia and China, \$3,448,122 | \$1,300,000     |                    |
| Hongkong and Shanghai Banking Corporation, .....          | 15,925,055      | 11,000,000         |
| National Bank of China, Limited, .....                    | 247,860         | 125,000            |
| Total, .....  | \$19,621,037    | \$12,125,000       |

A SAN Francisco despatch of 3rd ult. says:—Capt. Daniel Friele, commodore of the Pacific Mail Company's fleet, has been appointed master of the liner *Manchuria*, which will sail for the Orient August 8 on its first trip since the big steamship returned here torn and twisted from pounding on a Hawaiian coral reef. Capt. Friele was on the bridge to-day when the *Manchuria* was given a trial spin outside the heads and will be in command from now on. The trial showed the vessel to be as good as new, the machinery working with all former smoothness. Capt. Friele is noted on both sides of the Pacific for his extreme carefulness. For many years he has been referred to as "Forty Fathom Dan," and has never had an accident. He succeeded the late Capt. Senbury as master of the *China*, but has been ashore for several months on leave of absence. He has been in the Pacific Mail service for more than twenty years, and is the last of the famous trio, Caverly, Senbury and Friele.—The *Manchuria* was in charge of Capt. W. J. Saunders when she arrived in Hongkong on 4th inst.

**HONGKONG WATER POLO SHIELD COMPETITION.**

**RIGHTS ROUND.**

TWO matches were decided in the above round yesterday afternoon. The Royal Engineers "B" team and Middlesex "B" team forfeited a win each to the 7th Coy. Royal Garrison Artillery, and V.R.C. "B" teams, respectively.

V.R.C. "A" vs. R.E. "A."

The V.R.C. team had the better of the game throughout. As soon as the game commenced, Remedios had the ball passed to him, while close to his opponent's goal and had little difficulty in scoring the first goal. Carroll soon after scored the second and Pereira the third and fourth goals and Remedios added the fifth.

In the second half, the forwards of both teams looked a bit fatigued, but Pereira managed to score the sixth goal. From a free throw awarded Morrish who passed to Grandy, the former got away from Carroll and scored the first and only goal that has so far been registered against the V.R.C. "A" team in the competition. Morrish's feat elicited a great deal of cheering. Carroll, however, made up for this by adding a consecutive goal to his team's credit, and the game ended in a win for the V.R.C. "A's" by 8 goals to one.

A mistake appeared to have been made on the part of the V.R.C. team by not putting a stronger man to mark Morrish, who scored the only goal for the Engineers, as he is without a doubt the "R.E.'s" best swimmer. The fact should not be overlooked, however, that in the second half when the forwards were a bit puffed, Carroll did all that was expected of him. If one of the V.R.C. backs had left their men to attack Morrish and given their man over to Carroll, the game might have ended differently; however, the Royal Engineers have the credit of being the only team that have so far scored against the V.R.C. "A's" when every other team has failed.

Both teams played a capital game, Pereira might have done better if he would only pass the ball a little oftener, instead of always trying to shoot; this would materially help in the scoring.

The teams were:—V.R.C. "A":—L. E. Lammer (goal), H. A. Lammer, A. E. Alves (full backs), A. V. Barros (half back), J. H. Carroll, J. M. Roza Pereira, and P. M. Remedios (forwards). R.E. "A":—Staff Sergeant Walsh (goal), Cp. Morrish, Sapper Goodyear (full backs), Cp. Grandy (halfback), Sappers Vaughan, Carr and Barton (forwards).

C. V. C. vs. MIDDLESEX "A."

This match was entirely in favour of the Corinthians and in the first half they scored 5 goals. In the second spell, however, one of the Middlesex forwards availed of a nice opportunity whilst the Corinthians' goalkeeper was just getting back to his goal after sending the ball forward, unfortunately to the wrong man, who scored the only goal. The game ended in a win for the Corinthian Yacht Club by 8 goals to one.

The teams were:—C. V. C.:—E. Humphreys, R. C. Wicheell, C. J. Cooke, O. R. Chiu-yut, J. Miller, C. Humphreys and E. Scriven.

Middlesex "A":—Privates Roberts, Polfe, Cooper, Goode, Rice, Green and Remnant.

The fixtures for next week are:—On Wednesday, 8th Coy. R.G.A. vs. Middlesex "A" and V.R.C. "B" vs. R.E. "A." On Thursday, the Corinthian Yacht Club vs. R.E. "B."

|                  |   |   |   |   |    |
|------------------|---|---|---|---|----|
| 8th Co., R.G.A.  | 7 | 6 | 0 | 1 | 19 |
| Corinthian Y.C.  | 7 | 5 | 2 | 0 | 15 |
| R. H. K. Y. C.   | 7 | 4 | 3 | 0 | 12 |
| R. E. "A"....    | 7 | 3 | 4 | 0 | 9  |
| V. R. C. "B".... | 7 | 3 | 4 | 0 | 9  |
| R. E. "B"....    | 7 | 1 | 6 | 0 | 3  |
| Middlesex "B"    | 7 | 1 | 6 | 0 | 3  |
| Middlesex "A"    | 7 | 1 | 6 | 0 | 3  |

**GREAT FIRE AT HAKODATE.**

The destruction of the British Consulate at Hakodate, recorded in our last issue, says the *Nippon Press* of the 29th August, was but an incident in a conflagration which destroyed three-quarters of that city. The fire broke out at 10:5 p.m. on Sunday, the 25th August, and was not under until eight o'clock the next morning. Among the buildings destroyed were many Government offices and business premises. Of the foreign Consulates, that of the United States alone escaped. It is stated that the losses of eight Japanese fire insurance companies amount to Yen 350,000 which is unparalleled in the history of Japanese fire insurance. The same paper dated 30 Aug. says:—The fire which devastated Hakodate on Sunday evening originated at the house of a soap dealer in the eastern section of the town. A strong wind was blowing at the time and caused the flames to spread with great rapidity. About midnight a magazine exploded and added greatly to the prevailing terror and confusion. The whole town appeared to be ablaze, the trees on an adjacent hill caught fire, and the *s.s. Nambu-muru* and a number of coal lighters were also destroyed. Thirteen hundred houses are reported to have been destroyed and three hundred persons were killed or injured. The inhabitants are now suffering from a scarcity of rice and water and are in a miserable plight.

CAPT. F. W. Lyons will act as Captain Superintendent of Police, Superintendent of Fire Brigade and Superintendent of Prison during the absence on leave of the Hon. Mr. F. J. Bladeley, with effect from the 7th instant.

FOR stealing four pieces of silk clothing from a house at Sai Wan Ho, Shau-ki-wan, valued at \$150, Cheung Shing was sentenced to fifteen days' hard labour by Mr. C. A. D. Melbourne, at the Police Court, to-day.

**CANTON DAY BY DAY.**

**FAVOURABLE SILK CROPS.**

[From Our Own Correspondent.]

Canton, 6th September.

The first four crops of silk in the districts of Nambai and Shuotak have this year turned out very satisfactorily and the fifth crop is also expected to be favourable in the seventh moon, notwithstanding the high price of mulberry leaves this year which at present stands at from \$1 to \$5 per picul. Owing, however, to the excessive heat on the 30th and 31st ultimo, a great deal of damage has been done to the silk worm rearing industry, as there is not enough ventilation provided in the native-built houses, and besides the curtains used for protecting the silkworms from the attack of flies are not suitable. It is reported that large quantities of the worms have suffered and had to be cast away. Hence the silkworm reapers cannot hope to obtain the same result as with the former crops.

**PRESENTATION OF TESTIMONIALS.**

Yesterday, the committee of the Cheap Rice Disposal Bureau presented certain testimonials to the Kwangchow Prefect, Chan Mong Tsang, in the shape of honorific scrolls, etc., as an acknowledgment of the good services rendered by him in raising funds for the cheap disposal of rice.

**OPIMUM IMPLEMENTS SEIZED.**

During the past few days the police have seized a large quantity of opium smoking apparatus from the different opium smoking divans throughout the city and the police officials have sent these to the Central Anti-Opium Association to be destroyed there.

**THE NEW VICEROY.**

Telegraphic communication has been received from Hankow stating that H. E. Chang Yun-chun of the Liang Kwang provinces will stay in that city for a few days. H. E. paid a visit to H. E. Viceroy Chang Chih-tung of the Liang Hu, who entertained him at a dinner and had a conference with him for some hours in regard to sundry matters, especially in connection with the Canton-Hankow railway question. H. E. Chang Yun-chun was expected to leave Hankow about the 2nd or 3rd instant for Shanghai where he will probably lose no time in boarding another steamer immediately and start for the South.

**PROVINCIAL SCHOOLS.**

The Provincial Examiner, Ye, has lately taken every necessary step to conduct investigations into affairs connected with the satisfactory carrying on of the different schools and colleges throughout the province, and has sent out weiyuns to make further inquiries. He has directed that their only duty was to make true reports on the schools and to also settle the differences that have unfortunately cropped up in the various schools. They are also required to return to Canton within a specified time and to report on the result of their investigations.

**TELEGRAPHS.**

The officials of the Yeung Kong district have requested the Canton-Hankow Railway Authorities for permission to have electric telegraphic communication set up between that place and other points for the convenience of officials and the commercial classes also. The High Authorities have granted the request and have instructed and authorised the Shan Hou Chu to issue the necessary funds for the purpose. A foreign engineer and electrician has been sent to select a site for the telegraph station and to make the necessary arrangements for connecting the stations.

**RAILWAY DIRECTORS.**

The Acting Viceroy has sent a despatch to the Canton-Hankow Railway Company to the effect that telegraphic instructions have been received from the Ministry of Communications and Post at Peking directing that the present committee of the Company should not all be changed but at least two-thirds of them are to be retained for the ensuing year according to the commercial regulations as promulgated by the Ministry of Agriculture, Industry and Commerce at the Capital.

**BOYCOTT LEADER RELEASED.**

The American Boycott leader, Ma Tai-sun, who was arrested and put in custody a second time a few months ago, has now been released. Yesterday he was deported to his native district under the escort of a military officer.

**IMPENDING DISTURBANCE.**

The Canton Authorities have received a telegram from the Taoist of the circuit of Yumchow stating that the outlaws, together with the members of the disbanded forces, are now attempting to raise an insurrection in the district of Fong Shing, and has requested the authorities to despatch troops to the scene in case of emergency. On receipt of the above communication, the High Authorities gave instructions to the Brigadier-General to make arrangements to despatch troops thither without delay. [According to a special telegram in another column, rioting has broken out at Fong Shing.—Ed.]

**MORRISON CENTENARY.**

The Morrison Centenary meeting was opened yesterday at the large match on the new bund at Ching-Hoi Mun; meetings were held both in the afternoon and evening. The opening ceremony was performed by the Consul-General for the United States of America at Canton, and numerous Chinese officials were present at yesterday's proceedings. Long before the hour appointed for the holding of the meeting the building was crowded. The band of the Canton Military College was present and discoursed selections of music.

TWO ricksha coolies, who were found fighting at West Point yesterday afternoon, were on being searched at the Central Police Police Station, discovered to have in their possession some fighting irons. One coolie was fined \$10 at the Police Court this morning, while the other was mulcted in the sum of \$5.

**SANDAKAN SHIPPING.**

**CHINA BORNEO CO.'S SLIPWAY.**

Attached are the returns of shipping entered in, and cleared from Sandakan Port, during the year 1906, contrasted with those of the year 1905. The gross returns of shipping entered show an increase of 8,574 tons and of shipping cleared 7,215 tons. The chief parties to this increase were (1) German ships, more trips done by the regular vessels, (2) British local coasters, the same, (3) The *Petrel* being in commission throughout the year, and (4) Men-of-war, a larger tonnage entering.

The only outside vessel which came in was the *Rajah* from Hongkong, and as she was merely substituted for the *Borneo* for one trip, she can hardly be counted out of the regular run. The American schooner *Parless* came in for her usual annual overhauling on the Slipway.

Foreign men-of-war and Government vessels consisted of 2 British, 8 American, and 1 German. Their calls were mostly cruising, and their names are subjoined to the statistics. All entered the harbour with the exception of the *S. M. S. First Disarmack*, her deep draught not allowing a sufficiently safe margin to cross the outer bar.

The Government cruiser *Petrel* was kept busy on service work all through the year, doing a mileage of about 11,000 miles on 25 trips between Sandakan, and the East and West Coast ports and stations. In the early part of the year she did some overhauling of buoys and beacons, placing a new beacon on the Lland Rock near Tawao, a new Buoy on the Illian South Dangers, and re-painted some of the buoys in the West and South Banguey channels.

General statistics for the Harbour Department during the year under review show the following:—

Registrations under the Sabah Flag—14 Fishing boats, 3 steam launches, 2 lighters, and 1 sloop; 20 vessels in all.

**TRANSFERS OF BOATS.**

The steam launch *Pryer* from the China Borneo Co. to the Bakau Co., the name being changed to the *Bakau*. The pearling lugger *Harap* was sold to a trader in the Sulu Islands.

**NEW BOATS BUILT.**

The China Borneo Co. launched 6 vessels, viz.:—5 lighters and 1 steam launch, their aggregate tonnage being 521 tons. They were all to the order of local companies, with exception of 1 lighter for their own use.

The North Borneo Trading Co. launched 3 longkangs of the following dimensions, viz.:—2 of 80 ft. length, 20 ft. beam, and 8 ft. 6 in. depth, with an approximate net tonnage of 95 tons; and one of 101 ft. length, 22 ft. beam, and 11 ft. depth, with an approximate net tonnage of 155 tons. These vessels were built to specification for the British Borneo Exploration Co. for the express purpose of shipping manganese ore.

The Chinese firms constructed 8 new junks, all for fishing purposes.

**SLIPWAY.**

26 vessels were cradled of a total tonnage of 3,509 tons.

**DEEP SEA FISHERY.**

57 junks and 11 longkangs, of a gross carrying capacity of 4,685 piculs. The respective owners admit to a catch of 30,000 piculs, but this figure is really far below the mark, the total catch exceeding that of 1905; 4 junks were broken up as unseaworthy and unfit for further use, and 2 junks were stolen and taken to Bulungan.

**"DOCTOR."**

Every now and then a discussion, sometimes not unattended with bitterness, breaks out in reference to the correct styles and titles which should be applied to various groups of medical practitioners.

Does a certain qualification entitle a man to call himself a physician? To meet the position it has been suggested that professional recognition shall be extended to the proposal to apply the term "doctor" to every qualified medical practitioner. This, of course, excites opposition in certain quarters, and as an alternative it is now proposed that all medical practitioners shall be content with the term "Mr." Personally, we think there is much to be said for this view. It has its parallel in the practice of the legal profession, it avoids disputes, and it satisfies the demands of courtesy.

Further, it allows a medical practitioner to escape, in his periods of relaxation, from the atmosphere of his technical work. Why should the medical man not be allowed to take his holiday or to attend a dinner party free from the announcement of his daily professional activities?—*London Hospital*.

**SHIPPING AND MAILS.**

**MAINS DUE.**

German (*Golden*) 9th inst.  
Indian (*Lightning*) 9th inst.  
German (*Prins Eitel Friedrich*) 10th inst.  
Indian (*Kulsang*) 14th inst.  
American (*Nippon Maru*) 14th inst.  
Indian (*Laisang*) 21st inst.  
Canadian (*Empress of India*) 24th inst.

The Boston S. S. Co.'s *s.s. Kumeri* sailed from Victoria, B.C., on 6th inst., for Japan and China Ports.

The C. P. R. Co.'s *s.s. Empress of Japan* left Yokohama p.m., on 6th inst., for Victoria and Vancouver.

The H. A. L. Co.'s *s.s. Belgavia* left Singapore on 6th inst., at 4 p.m., and may be expected here on 10th inst., p.m.

The *s.s. Indramaha* from New York left Singapore yesterday, at 7 a.m., and may be expected here on 11th inst., p.m.

The Imperial German Mail *s.s. Prinz Sigismund* left Nagasaki on 6th inst., at 4 p.m., and may be expected here on 10th inst., p.m.

The I. C. S. N. Co.'s *s.s. Lalsang* left Calcutta for this port via the Straits on 5th inst., and may be expected here on or about 21st inst.

**Telegram.**

**"HONGKONG TELEGRAPH" SERVICE.**

**RIOTING AT YUMCHOW.**

CHINESE OFFICIAL AND FAMILY MASSACRED.

TROOPS DESPATCHED FROM CANTON.

[From Our Own Correspondent.]

Shameen, 7th September, 12.35 p.m.

A rising of outlaws is reported to have taken place in Fong Shing district in the prefecture of Yumchow. The rioters destroyed the magistracy, killing the magistrate himself and his family.

Ex-Commander-in-chief of Kwangtung, Li Chun, recently appointed *chuntai* [brigadier-general] of Pakhoi, left here to-day by the transport *Chuyuen* with four regiments of troops for the scene of the disturbance.

**THE SHANGHAI RIOT.**

**THE QUESTION OF INDEMNITY.**

Arrangements have been concluded in Peking between Sir John Jordan, British Minister, and a certain high personage, for the settlement of the question of indemnity in connection with the Riot in Shanghai on the 18th December, 1905. Under these arrangements the personage in question will pay Tls. 50,000 out of his own private purse to indemnify British subjects for loss or damage suffered, and if that amount is not sufficient the balance will be paid by the Chinese Government. It is reported that H. E. Viceroy Tuan Fang strongly disapproves of this settlement.—*Shanghai Times*.

**CHANTABOON: ITS UTILITY, ITS COMMERCE.**

When we mention the name, Chantaboon, we think of the region itself, its environs, suburbs, etc., as well as the political events which have transpired in Siam during the last fifteen years. Such, in fact, are the only ideas that may present themselves in the beginning.

Up to the present, Chantaboon has attracted little notice in any other way. Its resources, we mean those of the provinces, are little known, and have hitherto been practically ignored. The Annamites, Siamese, Laos and Chinese resident there, have remained indolent with regard to business possibilities, so much so that at Pakman or Chantaboon they found little means of erecting small shops where French soldiers, Annamites and Siamese would come and buy some necessary provisions, from Bangkok to last for the day. Such a shopkeepers, however, found an easy means of living during the last fifteen years, on such custom, but now when a happy arrangement has been made between France and Siam, they realize that the easy time is finished, as absorbing provisions, etc. will necessarily become very slack, owing to the evacuation of the French garrison and other reasons, which will oblige many of those living on retail business to seek other means of livelihood.

Some have taken the Pailin route, approaching Battambang and Sisophon thinking that they could continue the same lines of business in such places. Others have clung to Chantaboon through business, property and family ties, among which may be mentioned pepper growing, rice planting, maim, klag, farming cattle, mining in the gold, ruby and sapphire fields, fishing along the coast of Koh-ai-Chang and turtle rearing.

It must be mentioned, however, that Bangkok is in poor communication with Chantaboon. Look at the big launches that ply between this city and Pathum, Pachin, Bangplaoi making regular calls while at the same time affording very cheap rates of transport, and even with so many boats a very profitable business is done.

At Chantaboon, of course, the river is not to be compared with the Menam or Bangplaoi river. That is why all the boats engaged in the service from Bangkok, drop anchor at Lampadon about two kilometres below Paknam, where all the Chinese merchandise come and sell their merchandise which they had previously bought in the country districts. It is from Lampadon that red lime for betel, etc., etc., is brought to Bangkok. No steam-launch service exists at Chantaboon. Formerly the Messageries Fluviales of Cochinchine had an agency at Chantaboon, and we cannot understand the motive of its suppression.

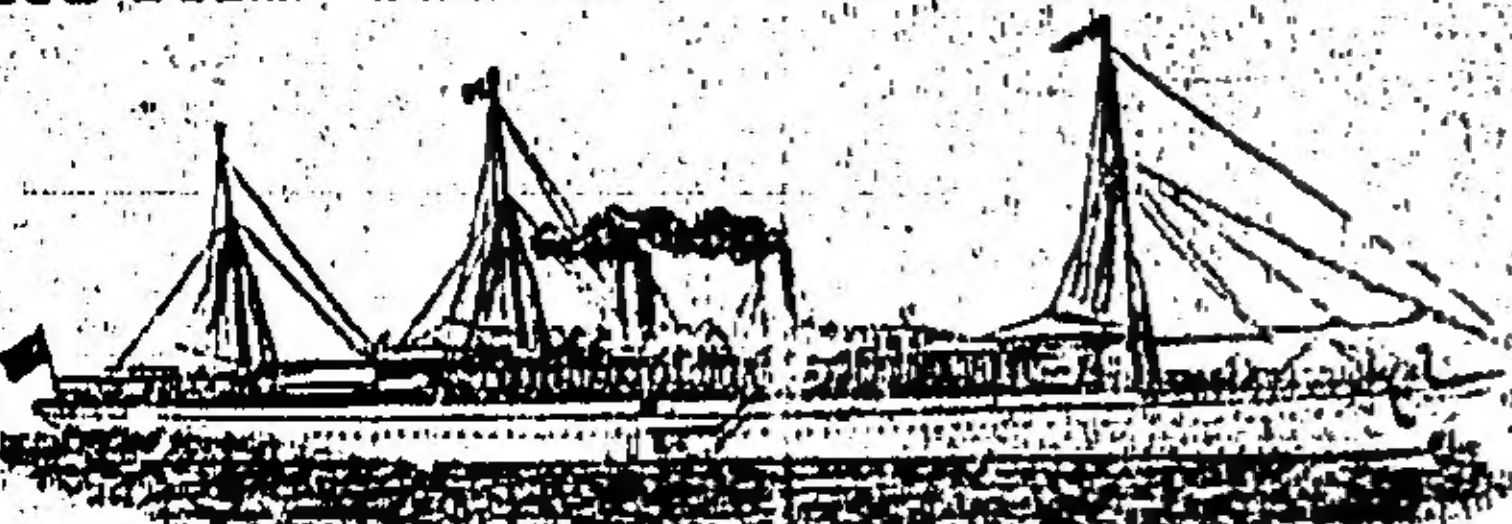
We are persuaded that with such a big capital as the Messageries Fluviales command, a very complete service could be formed between Bangkok and Saigon to and fro, stopping at Pathum-Gendou, and occasionally at Hou-Chong, and having already an agency in Bangkok, the Company could do a very profitable business with some launches and cargo boats plying between Bangkok and Chantaboon, while at the same time rendering very great service to the inhabitants of Chantaboon, Krati, Pathin, Koh Kram, Panat, etc., which up to this date only political events have made known.—*Siam Free Press*.



Hongkong, 27th August, 1907.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

| R.M.S.             | Tons  | Leave HONGKONG        | Arrive VANCOUVER |
|--------------------|-------|-----------------------|------------------|
| "TARTAR"           | 4,425 | WEDNESDAY, Sept. 11th | Oct. 5th         |
| "EMPRESS OF CHINA" | 6,000 | THURSDAY, Sept. 26th  | Oct. 14th        |
| "EMPRESS OF INDIA" | 6,000 | THURSDAY, Oct. 24th   | Nov. 11th        |
| "MONTEAGLE"        | 6,163 | WEDNESDAY, Nov. 6th   | Nov. 30th        |
| "EMPRESS OF JAPAN" | 6,000 | THURSDAY, Nov. 21st   | Dec. 9th         |
| "TARTAR"           | 4,425 | WEDNESDAY, Dec. 4th   | Dec. 28th        |

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £40. 1/4 New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car, while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 29th August, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                             | Steamship  | On                             |
|---------------------------------|------------|--------------------------------|
| SHANGHAI                        | "PATSHING" | TUESDAY, 10th Sept., daylight. |
| MOJI                            | "PATSHING" | TUESDAY, 10th Sept., 4 P.M.    |
| MANILA                          | "PATSHING" | FRIDAY, 13th Sept., 4 P.M.     |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "KUTSANG"  | THURSDAY, 19th Sept., 4 P.M.   |

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

|                                 | Single. | Return. |
|---------------------------------|---------|---------|
| Hongkong to Singapore 1st Class | \$ 65   | \$ 100  |
| Penang                          | 85      | 130     |
| Calcutta                        | 165     | 250     |

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 7th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

| For                           | Steamers   | To Sail.              |
|-------------------------------|------------|-----------------------|
| HONGKONG, PAKHOI and HAIPHONG | "H. PEH"   | 10th Sept., daylight. |
| MANILA                        | "TAMING"   | 10th " 4 P.M.         |
| YOKOHAMA & KOBE               | "CHINGTU"  | 10th " "              |
| CEBU and ILOILO               | "SUNGKIAN" | 14th " "              |
| SWATOW, NINGPO & SHANGHAI     | "KUEIANG"  | 14th " "              |
| SWATOW & SHANGHAI             | "SHAOHSI"  | 17th " "              |
| CHEFOO & NEWCHWANG            | "KWEIYANG" | 19th " "              |
| CHEFOO & TIENSIN              | "KWEIHOW"  | 21st " "              |
| MANILA, ZAMBOANGA & COLONIES  | "CHANGSHA" | 27th " "              |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th September, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For    | Sailing Dates.             |
|------------|-------|----------|--------|----------------------------|
| MOJI       | 2540  | Almond   | MANILA | SATURDAY, 14th Sept. 1907. |
| ZAFIRO     | 2540  | Fraser   | "      | SATURDAY, 21st Sept. 1907. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th September, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 5th July, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

RHENANIA ... 2nd Oct.

SILESIA ... 2nd Nov.

HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA,"  
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Montgolfier*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. LEWETT,  
Superintendent.

Hongkong, 7th September, 1907.

## THE Steamship

"VINE BRANCH,"  
will be despatched as above, on or about 10th September.

For Freight and further Particulars, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 3rd August, 1907.

## FOR DALNY.

## THE Steamship

"KARONGA"  
will be despatched for the above Port, on or about the 10th inst.

For Freight, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 2nd September, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM,"  
Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A.D.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th September, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "CHAZEE" ... 14th Sept.

FOR NEW YORK.

S.S. "SIKH" ... 5th Oct.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 21st August, 1907.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. *Armand* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIEN* ... 1st Oct.

S.S. *NERA* ... 15th Oct.

S.S. *ERNEST SIMONS* ... 19th Oct.

S.S. *TONKIN* ... 26th Nov.

S.S. *POLYNESIE* ... 10th Dec.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th September, 1907.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain J. G. Oliffert, will be despatched for the above Ports, on TUESDAY, the 10th inst., at 3 P.M.

For Freight and Passage, apply to

DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 6th September, 1907.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

*Tremont* ... 6,600 T.W. Garlick ... 12th Sept.

*Saville* ... 6,235 W. Shotton ... 1st Oct.

*Kumiko* ... 6,234 D. Bald ... 15th Oct.

*Sakumai* ... 9,600 E. V. Roberts ... 6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Sakumai* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 2nd September, 1907.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and

SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

## Auction.

## PUBLIC AUCTION.

THE Underigned have received instructions from H. M.'s Naval Store Officer, to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,

The following:—

Single Screw Steam Tug

"SOLENT."

Length over all 100 ft.

Breadth 17 ft. 6 in.

Load displacement 150 tons.

Built by Cox & Co., Falmouth, 1885.

Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam trawling engines.

3-bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard Chamber.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneer.

Terms: Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 23rd August, 1907.

## For Sale.

TO BE SOLD

FOR the purpose of being broken up, the steamer "GIRONDE" now on view at Saigon till the 15th October.

For particulars please apply to the MESSAGERIES MARITIMES OFFICE in Hongkong.

Hongkong, 4th September, 1907.

## IRISH TERRIERS.

FOUR PUPS (males). Thorough-Bred, 6 weeks old. For sale. Prices moderate.

Apply to—

C. A.,  
C/o Hongkong Telegraph.

Hongkong, 30th August, 1907.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 50 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 2nd October, 1906.

## LEE YEE

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.  | NO. OF<br>SHARES. | VALUE.         | PAID UP.      | POSITION AS PER LAST REPORT<br>RESERVE. | AT WORKING<br>ACCOUNT.   | LAST DIVIDEND.  | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION.<br>(BASED ON LAST<br>YEAR'S DATA) | CLOSING<br>QUOTATIONS.   |
|--|-------------------|----------------|---------------|---|--------------------------|---|---|--|
| <b>BANKS.</b>  |                   |                |               |   |                          |   |   |  |
| Hongkong & Shanghai Banking Corporation<br>Do. (new)                           | 50,000<br>40,000  | \$125<br>\$125 | \$75<br>\$62½ | \$1,000,000<br>\$1,750,000              | \$1,797,167<br>\$350,000 | \$1.15/- for 1-year ending 30.6.07 @ ex<br>2½ 3/16 = \$16.04            | 4½ %  | \$647½ sales new<br>\$505 n. issue<br>London 2/7½<br>ex new issue<br>London 26.10/-<br>n. issue first call<br>\$51 |
| National Bank of China, Limited.   | 10,025            | £7             | £6            | £127,353<br>\$500,000                   | \$71,293                 | \$2 (London 3/6) for 1907   | ...   | ...  |
| <b>MARINE INSURANCES.</b>  |                   |                |               |   |                          |   |   |  |
| Canton Insurance Office, Limited   | 1,000             | \$250          | \$50          | \$1,675,000<br>\$200,000                | \$233,638                | \$20 for 1905   | 7½ %  | \$270  |
| North China Insurance Company, Limited   | 10,000            | £15            | £5            | £110,000<br>Tls. 500,000                | Tls. 185,529             | Interim of 7/6 for account 1906 @ ex<br>2/10 11 16 per cent             | 6 %   | Tls. 77½ sellers   |
| Union Insurance Society of Canton, Limited                                     | 2,400             | \$250          | \$100         | \$3,000,000<br>£450,407                 | \$1,460,450              | Final of \$12 making \$42 for 1905 and<br>interim of 13/10 1906         | 5½ %  | \$762  |
| Yangtze Insurance Association, Limited   | 8,000             | \$100          | \$60          | \$700,000<br>£87,628                    | \$461,467                | 11 for year ending 31.12. 5   | 7 %   | \$170  |
| <b>FIRE INSURANCES.</b>  |                   |                |               |   |                          |   |   |  |
| China Fire Insurance Company, Limited  | 10,000            | \$100          | \$20          | \$1,000,000<br>£120,449                 | \$1,62,980               | \$2 and bonus \$2 for 1905  | 9½ %  | \$87 sales   |
| Hongkong Fire Insurance Company, Limited                                       | 8,000             | \$250          | \$50          | \$1,250,000<br>£156,483                 | \$435,236                | \$40 for 1905   | 12½ %   | \$315  |
| <b>SHIPPING.</b>   |                   |                |               |   |                          |   |   |  |
| China and Manila Steamship Company, Limited                                    | 10,000            | \$25           | \$25          | \$7,000<br>£864,538                     | \$365                    | \$1 for 1906  | 6½ %  | \$15 buyers  |
| Douglas Steamship Company, Limited   | 10,000            | \$50           | \$50          | \$500,000<br>£62,075                    | Nil                      | \$2½ for year ending 30.6.1906  | 6 %   | \$41   |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                                   | 10,000            | \$15           | \$15          | \$150,000<br>£18,689                    | \$27,101                 | \$1 for 1st half-year ending 30.6.07                                    | 7½ %  | \$28   |
| Indo-China Steam Navigation Co., Ltd. (Preferred)                              | 10,000            | £5             | £5            | £63,000<br>£79,000                      | £3,604                   | 5 for 1906 @ ex 2/2½ = \$1.14 per share                                 | 3½ %  | \$30 buyers<br>\$28 buyers   |
| Shanghai Tug and Lighter Company, Limited                                      | 200,000           | Tls. 50        | Tls. 50       | Tls. 54,372<br>£400,000                 | 13,317                   | Interim of Tls. 1½ for account 1907                                     | 11½ %   | Tls. 47½ sales   |
| "Shell" Transport and Trading Company, Limited                                 | 1,000,000         | £1             | £1            | £1,871<br>£26,075                       | 172,370                  | Interim of 1/- (Coupon No. 8 for a/c 1907)                              | 4½ %  | Tls. 48 buyers<br>44½ buyers   |
| "Star" Ferry Company, Limited  | 10,000            | \$10           | \$5           | \$100,000<br>£12,479                    | 1137                     | \$1.00 for year ending 30.4.1907  | 5 %   | \$20   |
| Taku Tug and Lighter Company, Limited  | 10,000            | Tls. 50        | Tls. 50       | Tls. 62,000<br>Tls. 81,200              | 18,730                   | Final of Tls. 2 making Tls. 6 for 1906                                  | 12 %  | Tls. 50 sellers  |
| <b>REFINERIES.</b>   |                   |                |               |   |                          |   |   |  |
| China Sugar Refining Company, Limited  | 10,000            | \$100          | \$100         | \$450,000<br>£56,011                    | 9,218                    | 28 for year ending 31.12.06   | 8½ %  | 98 sales   |
| Luron Sugar Refining Company, Limited  | 7,000             | \$100          | \$100         | £100,000                                | Tls. 8,035               | 13 for 1907   | 4½ %  | \$21   |
| Perak Sugar Cultivation Company, Limited                                       | 7,000             | Tls. 50        | Tls. 50       | Tls. 100,000                            | ...                      | Tls. 4 (8 %) for year ending 31.8.06                                    | ...   | Tls. 90 sellers  |
| <b>Mining.</b>   |                   |                |               |   |                          |   |   |  |
| Chinese Engineering and Mining Company, Ltd.                                   | 100,000           | £1             | £1            | £110,000<br>£26,011                     | £12,546                  | Interim of 1/6 for a/c year ending 28.2.07                              | 4 %   | Tls. 15.20 buyers  |
| Path Australian Gold Mining Company, Limited                                   | 50,000            | £1             | £1            | £4,873                                  | £11,358                  | No. 12 of 1/- = 48 cents  | ...   | \$7½   |
| <b>Docks, Wharves &amp; Godowns.</b>   |                   |                |               |   |                          |   |   |  |
| Fenwick (Geo.) & Co., Limited  | 18,000            | \$25           | \$25          | £64,124                                 | \$10,335                 | \$1.75 for year ending 31.12.06   | 10½ %   | 117  |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                                  | 10,000            | \$50           | \$50          | £100,000<br>£13,152                     | \$3,047                  | Interim of \$2 for six months ending June<br>30th 1907                  | 6½ %  | 163  |
| Hongkong and Whampoa Dock Company, Ltd.  | 10,000            | \$50           | \$50          | £100,000<br>£10,459                     | \$491,580                | \$4 for 1st half-year ending June 30th, 1907                            | 7½ %  | \$105  |
| Shanghai Dock and Engineering Co., Ltd.  | 15,700            | Tls. 100       | Tls. 100      | Tls. 1,000,000<br>£127,210              | 16,459                   | Tls. 3 for year ending 30th April 1907                                  | 3½ %  | Tls. 79  |
| Shanghai and Hongkew Wharf Company, Limited                                    | 6,000             | Tls. 100       | Tls. 100      | Tls. 100,000<br>Tls. 19,100             | Tls. 23,117              | Interim of Tls. 8 for account 1907                                      | 8 %   | Tls. 2.6 buyers  |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>  |                   |                |               |   |                          |   |   |  |
| Anglo-French Land Investment Co., Ltd.   | 25,000            | Tls. 100       | Tls. 100      | Tls. 15,000<br>£30,000                  | Tls. 3,388               | Tls. 6 for 14½ months ending 28.2.07                                    | 6 %   | Tls. 103   |
| Astor House Hotel Company, Limited (Shanghai)                                  | 10,000            | \$25           | \$25          | \$25,000<br>£11,000                     | 10,908                   | \$2½ for year ending 30.6.07  | 9½ %  | \$23   |
| Central Stores, Limited  | 50,123            | \$15           | \$15          | \$751,845<br>£4,975                     | 14,178                   | \$1.80 for 1906   | 12 %  | \$14½  |
| Hongkong Hotel Company, Limited  | 12,000            | \$50           | \$50          | \$600,000<br>£76,075                    | 371                      | 15 for second half-year making \$10 for 1906                            | 10 %  | \$100 buyers   |
| Hongkong Land Investment and Agency Co., Ltd.                                  | 50,000            | \$100          | \$100         | \$500,000<br>£62,386                    | 156,218                  | Interim of \$3½ for half year ending 30.6.07                            | 7½ %  | \$98 sellers   |
| Humphreys Estate & Finance Company, Limited                                    | 100,000           | \$10           | \$10          | \$1,000,000<br>£125,000                 | 11,567                   | 20 cents for 1906   | 7½ %  | \$10½ sa. and b.   |
| Kowloon Land and Building Company, Limited                                     | 7,000             | \$50           | \$50          | £350,000                                | 11,089                   | \$2½ for 1906   | 7 %   | \$36   |
| Shanghai Land Investment Company, Limited                                      | 78,000            | Tls. 10        | Tls. 50       | Tls. 869,493<br>Tls. 170,000            | Tls. 61,078              | Interim of Tls. 3 for account 1907                                      | 7½ %  | Tls. 102 sellers   |
| West Point Building Company, Limited   | 12,500            | \$50           | \$50          | £625,000                                | \$1,519                  | Interim of \$2 for half year ending June 30th                           | 8½ %  | 148  |
| <b>COTTON MILLS.</b>   |                   |                |               |   |                          |   |   |  |
| Ewo Cotton Spinning and Weaving Company, Ltd.                                  | 15,000            | Tls. 50        | Tls. 50       | Tls. 150,000<br>Tls. 45,939             | Tls. 64,086              | Tls. 10 for year ending 31.12.1906                                      | 15½ %   | Tls. 65 buyers   |
| Hongkong Cotton Spinning, Weaving and Dyeing<br>Company, Limited               | 15,000            | \$10           | \$10          | \$150,000<br>£19,000                    | 121,660                  | \$1½ for the year ending 31.7.06  | 11½ %   | \$11   |
| International Cotton Manufacturing Company, Ltd.                               | 10,000            | Tls. 75        | Tls. 75       | Tls. 150,000                            | Tls. 36,211              | Tls. 6 for year ending 30.9.06 (8 %)                                    | 11½ %   | Tls. 52  |
| Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.                               | 8,000             | Tls. 100       | Tls. 100      | none                                    | Tls. 31,669              | Tls. 8 for 1906   | 8½ %  | Tls. 90 sellers  |
| Soy Chee Cotton Spinning Company, Limited                                      | 1,000             | Tls. 500       | Tls. 500      | Tls. 28,217                             | Tls. 50,663              | Tls. 50 for 1906  | 16½ %   | Tls. 300 sellers   |
| <b>MISCELLANEOUS.</b>  |                   |                |               |   |                          |   |   |  |
| Bell's Asbestos Eastern Agency, Limited  | 8,604             | 12/6           | 12/6          | £1,299                                  | £638                     | 1/3 per share for 1906  | 9 %   | 164  |
| Campbell, Moore & Co., Limited   | 1,200             | \$10           | \$10          | £12,000                                 | 1,033                    | \$3 for 1905  | ...   | 120 sellers  |
| China-Borneo Company, Limited  | 10,000            | \$12           | \$12          | £120,000                                | 1,033                    | \$1 for 1905  | ...   | \$14 sales   |
| China Flour Mill Co., Limited  | 4,000             | Tls. 50        | Tls. 50       | Tls. 50,000                             | Tls. 289                 | Final of Tls. 5 making Tls. 10 for 1905                                 | ...   | Tls. 10  |
| China Light and Power Company, Limited   | 10,000            | \$10           | \$10          | £100,000                                | 125,000                  | 60 cents for year ending 28.2.05  | ...   | 56 buyers  |
| China Provident Loan & Mortgage Company, Ltd.                                  | 100,000           | \$10           | \$10          | £1,000,000                              | 1855                     | 20 cents for 1906   | 9 %   | 19   |
| Dairy Farm Company, Limited  | 25,000            | \$7½           | \$6           | \$187,500<br>£23,437                    | 5,555                    | \$1.30 for year ending 31.7.1906  | 8½ %  | \$10 buyers  |
| Green Island Cement Company, Limited   | 400,000           | \$10           | \$10          | £4,000,000                              | 110,804                  | Interim of 50 cents per share for a/c 1907                              | 9 %   | \$11   |
| Hall & Holt, Limited   | 11,000            | \$20           | \$20          | £220,000                                | 1,002                    | \$2½ for year ending 28.1.07  | 11½ %   | \$10 sellers   |
| Hongkong Electric Company, Limited   | 60,000            | \$10           | \$10          | £600,000                                | 5,913                    | 1 per share for year ending 28.1.07                                     | 7½ %  | \$14 sales   |
| Hongkong Ice Company, Limited  | 5,000             | \$25           | \$25          | £125,000                                | 14,371                   | Interim of \$4 for year ending June 30th '07                            | 9½ %  | \$240  |
| Hongkong Rope Manufacturing Company, Ltd.                                      | 50,000            | \$10           | \$10          | £500,000                                | 14,212                   | Interim of 80 cents per share for a/c 1907                              | 8½ %  | \$25 buyers  |
| Maatschappij tot Rijzen, Boven en Landbouw-<br>exploitatie in Langkat, Limited | 25,000            | Gs. 100        | Gs. 100       | Tls. 547,500<br>Tls. 27,603             | Tls. 10,374              | Second interim div. of Tls. 7½ for a/c 1907                             | 9½ %  | Tls. 325 buyers  |
| Peak Tramways Company, Limited   | 25,000            | \$10           | \$10          | £250,000                                | 2,655                    | \$1 per share for period from 19th Oct. to 30th Apr. '07                | 8½ %  | \$170  |
| Peak Tramways Company (new)  | 50,000            | \$10           | \$10          | £500,000                                | ...                      | ...   | ...   | ...  |
| Philippine Company, Limited  | 27,500            | \$10           | \$10          | £275,000                                | ...                      | ...   | ...   | ...  |
| Shanghai Gas Company, Limited  | 24,000            | Tls. 50        | Tls. 50       | Tls. 100,000                            | Dr. P. 34,324            | None  | ...   | 55 buyers  |
| Shanghai Horse Bazaar Co., Ltd.  | 5,400             | Tls. 50        | Tls. 50       | Tls. 67,323                             | Tls. 7,990               | Interim of Tls. 3½ for account 1907                                     | 7½ %  | Tls. 108½  |
| Shanghai Pulp and Paper Company, Limited                                       | 4,500             | Tls. 100       | Tls. 100      | Tls. 450,000<br>Tls. 8,000              | Tls. 3,354               | Final of Tls. 5 and Tls. 10 for 1906                                    | 14 %  | Tls. 70 sellers  |
| Shanghai-Sumatra Tobacco Company, Limited                                      | 30,000            | Tls. 20        | Tls. 20       | Tls. 240,000<br>Tls. 50,000             | Tls. 7,843               | Final of Tls. 6 making Tls. 10 for 1906                                 | 8½ %  | Tls. 121 buyers  |
| Shanghai Waterworks Company, Limited   | 8,175             | £20            | £20           | £163,500                                | Tls. 85,592              | Interim of 15/- for account 1907  | ...   | Tls. 310 buyers  |
| South China Morning Post, Limited  | 7,000             | £20            | £20           | £140,000                                | ...                      | Interim of 11/3 for account 1907  | ...   | Tls. 280 buyers  |
| Steam Laundry Company, Limited   | 20,000            | \$5            | \$5           | £100,000                                | Dr. 84,934               | None  | ...   | 322  |
| Tientsin Waterworks Company, Limited   | 2,000             | Tls. 100       | Tls. 100      | Tls. 15,295<br>Tls. 4,000               | Tls. 201                 | 30 cts. (old) & 15 cts. (new) year ending 31.5.06                       | 4½ %  | \$64   |
| Union Waterboat Company, Limited   | 50,000            | \$10           | \$10          | £500,000                                | 349                      | Tls. 6½ for year ending 30.4.07   | ...   | Tls. 97  |
| United Asbestos Oriental Agency, Limited                                       | 10,000            | \$10           | \$4           | £100,000                                | 5,360                    | First year  | 8 %   | \$10   |
| Watson, (A. S.) & Co., Limited   | 50,000            | \$10           | \$10          | £500,000                                | 5,482                    | 80 cents on 9,900 ord. shares and 1.8 on<br>100 Founders share for 1907 | 7½ %  | \$11 sellers   |
| William Powell, Limited  | 15,000            | \$10           | \$10          | £150,000                                | 14,500                   | Final of 40 cents per share making 80<br>cents for year ending 31.12.07 | 10 %  | \$8  |

\* These shares are entitled to half of the profits.

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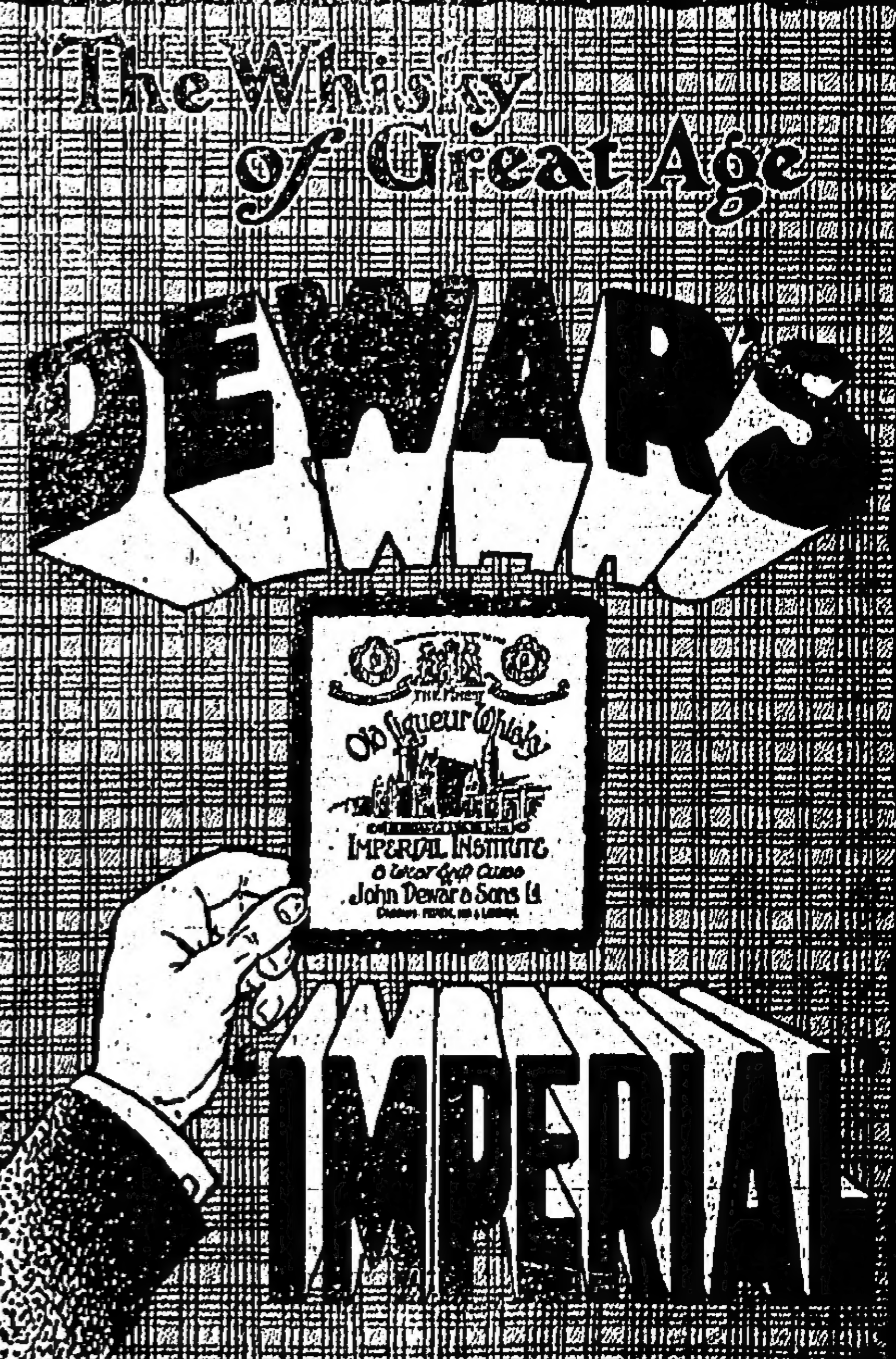
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